



700 PASSENGERS AND CREW SAVED BY STEAMER FLORIDA

The



World.

WEATHER—Foggy and mild to-night and Sunday.

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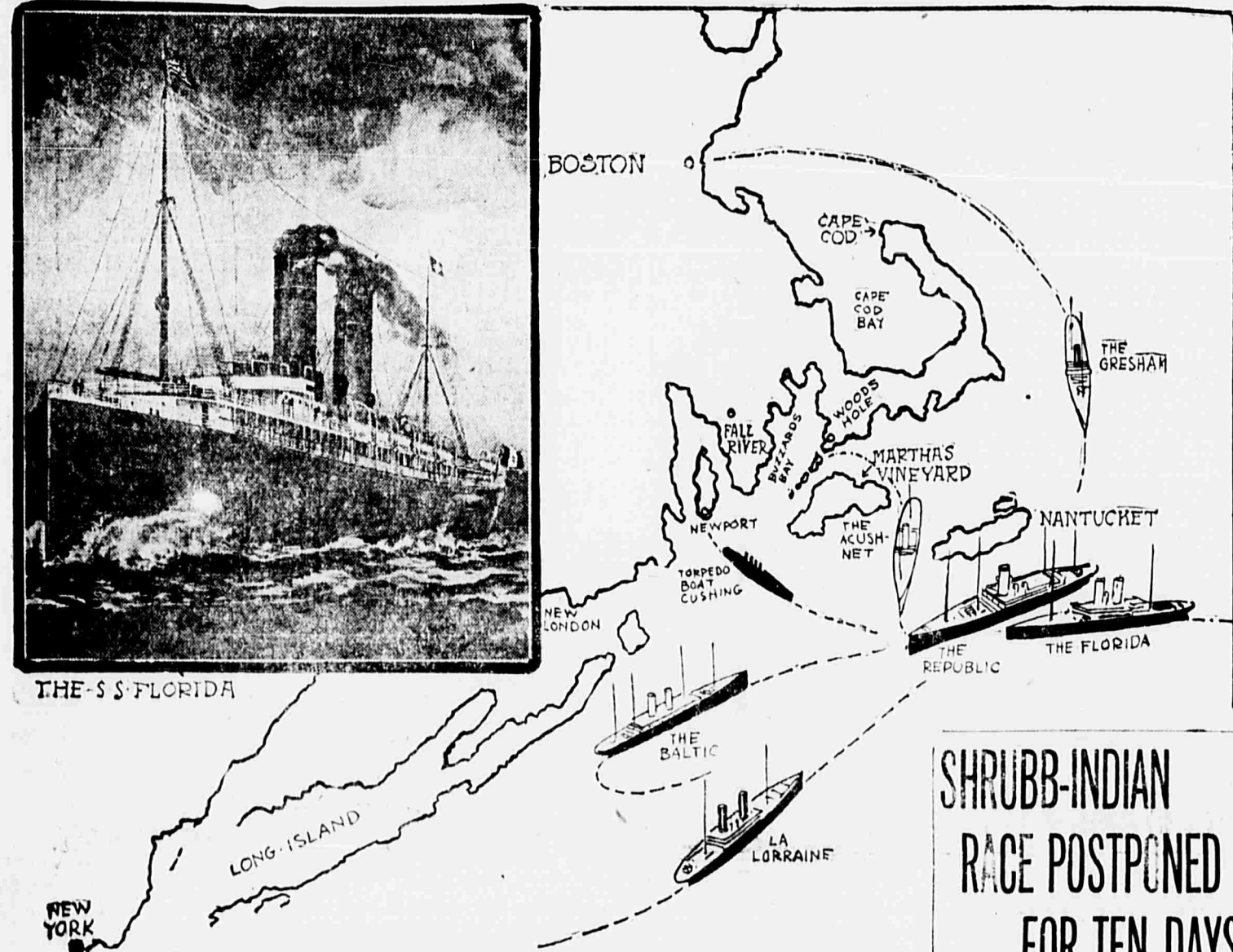
PRICE ONE CENT.

NEW YORK, SATURDAY, JANUARY 23, 1909.

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Vessel That Rescued Republic's Passengers, and Diagram of Boats Called by Wireless

"C. Q. D." was the code message flashed by wireless from the disabled liner and was caught by shore stations, which sent boats to her assistance, and by the Baltic and La Lorraine, which turned back to the rescue.



WOMAN FATALLY BURNED IN EXPLOSION OF GAS

Windows and Doors Blown Out When Mrs. Graham Lit Match in Her Apartment, on West Sixty-sixth Street.

With a force that blew out doors and windows and rocked the Everett apartment house, at No. 153 West Sixty-sixth street, wrecked a flat as though a cyclone had struck it and spread panic among fifteen families, a gas explosion in the flat of Mrs. Selma Graham early this morning set her clothes afire, and so burned her that she is dying in Roosevelt Hospital. Her body from head to foot is a mass of burns.

Mrs. Graham, who is twenty-eight, and an actress, four days ago rented an apartment on the second floor. She at once complained, first to the janitress and later to the gas company, about leaking gas, but though they searched for a leak they failed to locate it. They promised to have torn up the floors today to fix the trouble.

Mrs. Graham was out with friends last evening and returned home shortly after 1 o'clock this morning. Entering her apartment she proceeded to the kitchen and struck a match. Instantly there was a terrific explosion. Mrs. Graham was hurled across the room, the door leading to the dining-room was blown out, and all, and every window in the house was smashed. Mrs. Graham's clothing caught fire from the flare back. Abilizing for help and ablaze from head to foot Mrs. Graham rushed about the apartment.

John Burns, an actor, and his daughter Lillie and May, who also are on the stage, live in the apartment across the hall.

The three rushed into the hall and tried to get into the Graham flat. Finding the door locked, they made a concerted attack upon it and forced it in.

Inside they found Mrs. Graham a human torch. She had thrown open a front window and was about to leap from it when the trio seized her.

The woman was so crazed by pain that she fought her rescuers. They held to her, threw rugs about her and quickly began applying linseed oil, of which there happened to be a quantity in the Burns flat.

In the meantime the rest of the fifteen families, in scant attire, and some in their night clothing, had bolted for the street, raising cries of fire.

Their shouts brought Policeman Barlow, of the West Sixty-sixth street station, who as soon as he arrived, ran to the aid of the suffering woman.

Wrapping his coat about her and the rug, he, with Burns and his two daughters, carried her to the police

VIOLENT SHOCKS OF EARTHQUAKE ARE RECORDED

Instruments at Various Ports Indicate Crash Worse Than at Messina.

ALBANY, Jan. 23.—The occurrence of another strong earthquake, perhaps not less violent than the Italian disturbance, was recorded last evening by the seismograph in the State Museum. The tremors travelled in an east-west direction and were of distant origin, probably at least 8,000 miles away, indicating a source somewhere in Asia or the eastern Mediterranean region. The disturbance began at 10:31 P. M. and continued for half an hour.

The estimates of distance vary from 2,000 to 3,000 miles to the eastward of the point of record. This would place the location of the disturbance in the Caspian region, or beyond in Asia, Russia, Afghanistan, Northern India, and swinging more to the south, the extreme of Arabia and Central Africa. The disturbance also could have been in the Indian Ocean.

No reports have come in from anywhere in this designated area to intimate the occurrence of any catastrophe.

BERLIN, Jan. 23.—The seismograph at the Geodetic Institute at Potsdam registered a violent earthquake at 3:55 A. M. to-day. The concussion was nearly equal to that recorded at the time of the Messina catastrophe. The distance from Berlin is estimated at something between 1,800 and 2,500 miles. The observations of intensity and distance are inexact because the instruments broke under the oscillations.

The shock was recorded at a number of other places in Germany and in each case was violent.

HAMBURG, Jan. 23.—The seismograph here registered an earthquake at 2:35 this morning. It is estimated that the locality is 2,000 miles to the eastward. The shocks lasted for nearly two hours and their violence indicates a great catastrophe.

Fine New Turkish Baths now open at the new Pulitzer Building. Only first-class downtown establishment. Modern in every detail. Electric and Turkish baths at all hours. Fine barber shop open day and night.

SHRUBB-INDIAN RACE POSTPONED FOR TEN DAYS

Englishman Injures Foot and Manager Powers Sets Back the Marathon.

P. T. Powers, one of the promoters of the Longboat-Shrubb Marathon race scheduled to be run at Madison Square Garden next Tuesday night, announced to-day that the race had been postponed until Feb. 5, owing to an injury to Shrubb's foot.

The Englishman ran twenty-two miles at Montclair, N. J., on Thursday, and that night his foot showed signs of distress. Shrubb had worn a new pair of running shoes and they had pinched his feet and irritated an old wound.

The injury became so serious on Friday night that Shrubb came to New York with his physician to consult with Manager Powers. Mr. Powers summoned his own physician to the Barthold Hotel. After a consultation it was decided that Shrubb had a chance to regain perfect control of his much needed foot.

"While Shrubb's injury is not serious," said Mr. Powers to-day, "and he will probably be able to resume his work either to-morrow or Monday, I did not want to take any chances. When Longboat and Shrubb meet they ought to be in perfect condition."

CHUCK CONNORS WRITES TO ROY MCCARDELL.

And this is what he wrote: "Say Roy I want to see you rite way down stick me up ancer rite way this is well."

"ME CHUCK CONNORS, "at barnes pell st. bowery."

Now, what on earth do you think Chuck Connors, the famous Bowery character, wanted to see Roy McCardell about?

Well, sir, it seems that Chuck had a tip on where all these Salome snakes were coming from. It is said Chuck is authority on "snakes," and so Mr. McCardell was interested.

Having a wonderful "nose for news," Mr. McCardell hastened. He enlisted the co-operation of Princess Rajah, who uses real live snakes in her "Vision of Cleopatra dance," and with Chuck as a guide, the three started out to find the nearby snake farm where, it was said, thousands of vicious reptiles were raised every year, from which crop New York actresses, etc., were supplied.

The farm was discovered. The mystery was solved. It's a story that brims over with excitement, wit, humor and downright truth. Read it. It will be a never-to-be-forgotten feature of to-morrow's Sunday World. Roy McCardell will write it. Don't miss it—but be sure to order your copy of the Sunday World in advance.

BIG WHITE STAR LINER REPUBLIC HIT IN FOG AND ABANDONED AT SEA

Wireless Tells of Disaster and Brings Many Boats to Aid of Steamship Disabled by Collision Off Nantucket.

OTHER VESSEL IN CRASH IS MISSING; MAY HAVE SUNK.

Italian Liner Florida Takes Off Passengers and Crew—"Republic Will Sink Within Two Hours," Said Last Message.

The White Star liner Republic, which left New York yesterday afternoon with 441 passengers, bound for Naples, was rammed by another vessel twenty miles south of Nantucket early to-day in a thick fog. Her engine and boiler rooms were flooded through a hole torn in her side and she drifted helplessly until the Italian immigrant steamer Florida, bound for New York from Naples, with 900 in the steerage, happened along and took off her passengers.

REPUBLIC IS SINKING.

At 12:30 this afternoon the wireless operator at Vineyard Haven, on Cape Cod, picked up a faint message from the Republic. It stated that the liner could not keep aloft more than two hours longer; that the passengers and three-fourths of the crew had already been transferred to the Florida and that the balance were in readiness to abandon the vessel as soon as she began to settle. The Baltic, of the White Star line; La Lorraine, of the French line; four revenue cutters and a torpedo-boat, summoned by wireless, were on their way to aid the stricken vessel.

The Florida is not equipped with wireless apparatus. The Republic's messages were sent by power furnished by storage batteries, as her motors in the engine-room were rendered useless soon after the collision by the flood of water that entered the hold. The last message was very weak, indicating that the storage batteries were dying out.

OTHER VESSEL IS MISSING.

Nothing is known about the identity of the vessel that collided with the Republic. In the wireless messages describing the collision, sent from the Republic to shore, the other vessel is described as "an unknown ship." Whether it was a steamship or a sailing vessel or whether it sank or escaped is a crippled condition and drifted away in the fog cannot be determined.

There is a suspicion in shipping circles that the Florida and Republic were the vessels that collided. The Florida is a large, sharp-prowed steel ship, heavily laden with freight, in addition to her cargo of peasantry from Italy and southern Europe. If she rammed the Republic her bows might have been damaged only superficially. She has a capacity of 5,600 tons and a speed of 15 knots an hour. Her commander is Capt. G. Voltom. She was built in 1905.

MAY PUT INTO NEWPORT.

If the Florida was in any way damaged she will certainly make for the nearest port, which happens to be Newport, R. I. Even if she were not the ship that struck the Republic, and is in first-class condition, she may go to Newport with the survivors of the wreck instead of proceeding directly to this city. The Florida was due here this afternoon or this evening.

O. L. Richard, of the firm of C. B. Richard & Co., bankers and forwarders, of No. 31 Broadway, agents for the Florida, said:

"The Florida, with a cargo of 800 tons and over 900 passengers, chiefly in her steerage, could hardly provide accommodations for the 700 passengers and crew of the Republic. As Newport is less than five hours from the place where the accident occurred, it is altogether probable that our ship will head for that port with the rescued passengers and crew."

"For our boat to do otherwise would necessitate the rescued people spending a night on our ship, where we have not the room for their keeping. The extreme capacity of the Florida is 1,250, and chiefly steerage."

Wireless messages trickling in from the foggy waste of waters off Nantucket this afternoon indicate that the Baltic and La Lorraine have

been unable to locate the drifting, helpless Republic. The Florida, it is supposed, feeling her way through the fog got into range of the Republic's fog bells and was informed of the condition of the latter vessel by word of mouth sped through the mist through megaphones.

Immediately after the collision, which happened, it is believed, about daylight, wireless messages were projected from the Republic. These messages consisted of the letters "C. Q. D.," which in the wireless code notified all ships in the wireless zone that some ship is in danger.

GOT THE "CALL FOR HELP."

As this signal is recorded all business is suspended in every wireless office it reaches. After a time there is a lull, and then, in response to an answering signal, the cause of distress and location of the vessel in danger are sent out.

This was the course pursued by the commander of the Republic. He announced to all within the reach of his wireless electrical arm that his ship was filling with water and helpless in latitude 40.10, longitude 40. This message reached the Baltic and La Lorraine at sea and was received in the wireless offices at Charlestown Navy-Yard, Boston, Newport, Woods Hole, Siasconset and Vineyard Haven.

MANY BOATS TO RESCUE.

The revenue cutter Acushnet started out from Wood's Hole, the revenue cutter Gresham started from Boston, the torpedo boat Cushing started from Newport and the revenue cutters Mohawk and Seneca picked up the message somewhere along the coast and headed out in the general direction of latitude 40, longitude 70, south of Nantucket lightship.

The fog was thicker up there even than the fog that smothered down on this city like a blanket, and the vessels bound for the Republic were obliged to proceed with caution, because that section of the Atlantic is thickly sprinkled with ships. It is right in the line of travel between New York and all European ports.

ENGINE ROOM FLOODED.

Capt. I. Sealby, commander of the Republic, notified the White Star offices in this city of the collision in a brief wireless message. He said his vessel had been rammed by an unknown ship, that no lives had been lost, that the engine room was flooded, but that the ship could keep aloft until assistance reached her.

Other wireless messages received during the morning were not so assuring. The captain of the French liner La Lorraine, for instance, sent to his agents the following wireless despatch:

"Am going to the rescue of the steamship Republic, which is sinking southwest of Nantucket. Heavy fog. Cannot go to her right away, as we have to take bearings."

At about the same time this message reached the French line offices Capt. Ransom, of the Baltic, sent a wireless stating that he was on his way to the rescue of the Republic. The Baltic, steaming westward in the fog, had reached a point 112 miles east of Sandy Hook and off the easterly end of Long Island when the news of the collision reached her commander.

The vessel was instantly sent around in a wide curve and headed back toward Nantucket. The Baltic and Republic had passed close to each other and exchanged messages only a few hours before.

The revenue cutter Acushnet, after two hours' search through the fog off Nantucket, located the Republic and ran alongside.

LITTLE CUTTER ALONGSIDE.

So far as was known up to that hour the little revenue cutter was the only ship within reaching distance of the disabled liner.

It was believed by mariners that the collision occurred as the Republic was about to turn Nantucket Lightship, although that beacon was some distance away. The position in which the Republic reported herself to be, of latitude 40.17, and longitude 70, is slightly to the north of the regular steamer lane, but near the place where outward bound vessels change their course a little north of east, in order to make the great circle route for the Mediterranean.

Besides her passenger list of 441 the Republic carried a crew of 250. She had no second-class passengers. The steerage passengers numbered 171 Italians and 40 Portuguese. From the fact that the engine room of the liner was flooded it is plain that the force of the collision was most strongly felt in the steerage, and there was undoubtedly a thrilling panic in that part of the ship.

SAVED BY WIRELESS.

The wreck of the Republic is the most marvellous story of the sea in recent years. By the use of the modern invention, wireless telegraphy, she was enabled to notify the shore and other ships of her dangerous plight, and the 700 souls aboard owe their lives, it is likely, to this fact.

The last great disaster in this vicinity was the sinking of the French liner La Bourgogne off the coast of Nova Scotia on July 4, 1898. That was before the days of the wireless, and only a little over ten years ago, La Bourgogne went down with a loss of 580 lives.

Nothing was known of that accident for two days. Then the sur-